Collection of penalty from commuters

2978. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Central Railways has collected Rs. two crores eighty lakh as penalty from the commuters who travelled without tickets;

(b) the number of commuters caught^ fined during the last three years and the amount collected from them in Suburban Services of Bombay; and

(c) whether Government propose to curb such occurences in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) 4.46, 3.62 and 3.55 lakh commuters were caughvfined during 1990-91, 1991-92 and 1992-93, respectively in the suburban services of Bombay. Railway dues amounting to Rs. 186.23, 221.15 and 210.82 lakhs, respectively were realised during the said period.

(c) Yes, Sir.

Facilities to handicapped persons

2979. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of RAILWAYS be pleased to state:

(a) what are the facilities in regard to railway pass/ticket concessions and other admissible concessions to the handicapped persons; and

(b) what is the procedure for availing of such facilities separately for different categories of handicapped persons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b) Concessions admissible to the Physically Handicapped Persons afflicted with certain disabilities is indicated below:—

Category	Element of Concession			
	Single journey Tickets		Monthly Season Tickets	
	I Class	II Class Sleeper Class	I Class	II Class
(i) orthopaedically handicapped/paraplegic persons	75%	75%	50%	50%
(ii) Totally Deaf & Dumb persons (both afflictions together in the same persons)	50%	50%	50%	50%
(iii) Blind persons	75%	75%	50%	50%
(iv) Mentally Retarded persons	75%	75%	50%	50%

ESCORTS: Orthopaedically handicapped/paraplegic persons and Mentally Retarded persons are entitled to concessions only when travelling with an escort. The escort is also eligible for the same concession. In the case of Blind persons, the concession is admissible whether travelling alone or with an escort. No concession is admissible to the escort accompanying a Deaf & Dumb person.

Concession tickets to such persons are issued directly by Station Masters on production of the prescribed certificate from:

1. Govt, doctor in the case of Orthopaedically handicapped/ paraplegic persons.

2. Govt. Doctor in the case of Mentally Retarded and Deaf & Dumb persons.

3. Govt. Doctor/Regd. Medical Practitioner/Heads of the Institutions for Blind recognised by the Ministry of Welfare, Govt, of India or Social Welfare Department of the concerned State Govt, in the case of Blind persons,

Certificate is only to be shown and the photo-copy is te be submitted *to* Booking Clerk for record.

Rise in Rail Accidents

2927. SHRI DIGVIJAYA SINGH:
SHRI MAHENDER SINGH

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any assessment of rise in the railway accidents during 1991-92, 1992-93; if so, the number of deaths in each of these years due to rail accidents; (ii) the number of people who became invalid due to serious injuries; and (iii) the loss of life suffered by the railways on account thereof;

(b) how many of these accidents were due to human falure; and

(c) whether Government have formulated any strategy to reduce the number of rail accidents causing clossal loss to the railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b) The details regarding consequential rail accidents are given below:

	1991-92	1992-93
(i) No. of train accidents	530	524
(ii) No. of persons killed	229	282
(iii) No. of persons suiffered grievous injuries	292	244
(iv) Loss of life suffered by the railways	20	46
(v) Accidents due to human failure	435	416

Passengers involved in train accidents are generally treated in the nearest Government/Private hospital according to the need of the situation. They attend these hospitals for follow-up also. After initial treatment, the injured usually go to their home town and take treatment from hospitals according to their convenience. Under the circumstances, it is not possible to assess and maintain the extent of disability.

(c) Some of the safety measures taken to avoid accidents are as under:—

(i) Renewal and rehabilitation of overaged assets like Track,'bridges, rolling stock, etc.

(ii) Intensive inspections are carried out for signalling and telecom gears.

(iii) Staff in operational categories are given intensive training and ?heir performance is monitored.

(iv) Inspection of track aid examination of coaches, wagons and Locomotives has beet; intensified.

(v) Ultrasonic testing of rails ar.d axles is resorted to identify lectures

(vi) Drivers are monitored and